One Man's Scrap . . .

by Mr. Walt Zaborowski, Contract Administrator, DCMA Sikorsky

A potential exhibit at the proposed Connecticut Air and Space Center in Stratford, Conn., was literally rescued from the scrap heap by a Defense Contract Management Agency (DCMA) employee.

The model is expected to be part of an exhibit showing how an aircraft goes from idea to final product.

Mr. George Ilse, a contract administrator in the Keystone Program at DCMA Sikorsky, knew that a one-quarter-scale model of a BLACK HAWK helicopter was scheduled for disposal. The model is almost six-feet tall, 13-feet long and weighs 1,100 pounds. It had cost $58,000 to build, but as of early 2005, it was only taking up space in Sikorsky's warehouse in West Haven, Conn. A decision to scrap the model was imminent. Before that could happen, Mr. Ilse stepped up. His actions saved the government the cost of scrapping the model, which was considered excess property, and saved a piece of aviation history.

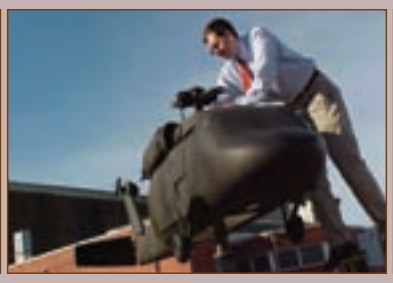
As a participant in the Student Career Experience Program, Mr. Ilse worked in the Government Furnished Equipment warehouse in West Haven, when he first saw the model in December 2004. "It kind of piqued my interest," he said. He asked about the model and learned that it had been moved from one warehouse to another over the past 25 years. Mr. Ilse considered that it might be worth donating to a museum as an important piece of history.

In February 2005, Mr. Ilse asked a representative of the New England Air Museum at Bradley International Airport in Windsor Locks, Conn., whether they were interested. The representative put Mr. Ilse in touch with Mr. Richard "Dick" Evans, director of the proposed Connecticut Air and Space Center. Mr. Ilse worked with Mr. Evans and Mr. Milt Medeiros, the property administrator at Sikorsky Aircraft, to resolve concerns regarding transportation, storage and whether the government might want to recall the model in the future. After much negotiation, Mr. Evans' group wrote a letter to Government Property personnel, and paperwork authorizing disposal of the model to the center was submitted and arrangements were made to have the model and related equipment transported to the proposed air and space center.

Mr. Evans, director of the proposed museum at the former Sikorsky-Avco-Lycoming Army Engine Plant in Stratford, said the model supports the mission of the museum, which is to tell the story of aviation in Connecticut. The model is expected to be part of an exhibit showing how an aircraft goes from idea to final

(Background) An Army BLACK HAWK helicopter makes its approach at Naval Air Station Joint Reserve Base, New Orleans, La. Sikorsky has built more than 2,500 BLACK HAWKS, and the model Mr. Ilse rescued laid the groundwork for aircraft such as this one. (U.S. Navy photo by Lithographer 1st Class Todd A. Schaffer)
(Opposite Left) Mr. George Ilse, contract administrator, DCMA Sikorsky, standing next to the BLACK HAWK wind-tunnel model that he saved from the scrap heap. The model was brought out into the yard of the former Avco Engine Plant in Stratford, Conn. (Photos by Mr. Walt Zaborowski)
(Opposite Middle) Mr. George Ilse with the BLACK HAWK model.
(Opposite Right) Mr. George Ilse examines a model of a Corsair at the former Avco Engine Plant in Stratford, Conn.

"By being a little bit creative, you can serve the public and save the government money, too."


product and "will give the public something to look at," Mr. Ilse said. "Plus, [it] was expensive, and it would be a shame just to scrap it," he added. Mr. Medeiros agrees and believes that reusing an item for an appreciative audience can have a value that transcends simple economics. He analogized donating the model to donating old computers to a school — students' use of those computers exceeds their value as scrap.

The proposed museum is not yet open to the public and is the subject of ongoing negotiations between the Army, Department of Defense, state of Connecticut and town of Stratford. Current plans are for the proposed museum to undergo renovations, with opening scheduled for Memorial Day 2006.

Navy Capt. Dorothy J. Freer, DCMA Sikorsky commander, praised Mr. Ilse for saving a piece of aviation history. "Sikorsky has built more than 2,500 BLACK HAWKS, and this model laid the groundwork for those aircraft," Capt. Freer said. Mr. Ilse challenges other DCMA employees who see items like this to try to save them: "By being a little bit creative, you can serve the public and save the government money, too."

NESP: A Real Success Story

by Mr. Richard Casey, NESP Support Program Integrator, DCMA St. Petersburg

Who would believe that a major Navy program of such significant importance to the fleet would somehow bypass the engineering development and low-rate initial production phases, then be pushed into production in parallel with developmental testing and still end 13 months ahead of schedule? This is a success story for the Naval Extremely High Frequency Satellite Communication Program known as the NESP.

The NESP communication terminal connects ship, shore and submarine platforms to the MILSTAR (Military Strategic, Tactical & Relay) satellite constellation. For each of these three platforms, there are three different configurations of the NESP terminal with the same basic capabilities but varying peripheral equipment. The environments in which these NESP terminals are used are stressed and require anti-jam and low-probability-of-intercept communication capabilities. By